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Also with blank Railway Pages

EXTRACTS FROM DEBATES
IN
DOMINION PARLIAMENT
AND
BRITISH COLUMBIA LEGISLATIVE COUNCIL
In 1871
ON
THE RAILWAY LAND CLAUSE
OF
THE TERMS OF UNION OF BRITISH COLUMBIA
WITH CANADA.

OTTAWA:
PRINTED BY MACLEAM, ROGEE & CO., WELLINGTON STREET.
1880.

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EXPLANATION.

These Extracts were taken from the only reports of Debates found in the Parliamentary Library, Ottawa, and include all that is reported to have been said, during debate, in the Legislative Council of British Columbia and in the Dominion Parliament about Railway Lands, when the question of the admission of that Province into the Confederation was under discussion in 1871.

The Extracts, from the Parliamentary Debates, in 1869, on the proposed admission of Newfoundland, have been added to establish more clearly the real reason, why the Dominion Government offered to give British Columbia, after the Financial Terms proposed by the latter were rejected, \$100,000 a year for ever for a 20-mile belt of land on each side of the Railway through that Province.

The Financial Statements, on pages 1 and 2, show what Subsidies British Columbia proposed, and what were offered by Canada and agreed to.

The Appendix contains an extract from an Act of 1875 conveying to the Dominion, a 20-mile belt of land on each side of the proposed Railway between Esquimalt and Nanaimo ; and, also, an Act of 1880 conveying to the Dominion Government, a 20-mile belt of Land on each side of the Railway between English Bay, Burrard Inlet, and the summit of Tête Jaune Pass on the eastern boundary of British Columbia.

In the Appendix, there is, also, a letter, dated " Victoria April 14th, 1880," addressed to the Attorney General of British Columbia, by Mr. Trutch, a Confidential Agent of the Dominion Government, in which that gentleman, in the name of that Government, requests the Provincial Government to transfer to the Dominion, outside of the 40-mile belt, but does not mention where, " an equal area of lands suitable for farming or other valuable purposes," in lieu of those lands within the 40-mile railway land belt that, on investigation, may be found valueless,—and has thus raised a question that is entirely new—never heard of before.

My own intimate personal knowledge of the history of the union of British Columbia with Canada enables me to state, that this entirely new

claim for land in that Province is without a color or shadow of right to support it. Nothing but the circumstance that Mr. Trutch who raises this question, was one of the delegates who visited Ottawa, in 1870, to negotiate the Terms of Union, makes it worthy of consideration. It is this fact that has induced me to collect these Extracts, &c., together, and place them within the reach of those who might otherwise be led to believe, that there is some truth and justice in the claim put forward by Mr. Trutch. If new terms respecting the Railway lands had been proposed, the proposal, whether judicious or not, would have the merit of being honorable; but the attempt to import a new provision,—one never before hinted at,—into the Railway Land Clause is, to say the least, highly discreditable; and certainly is most unworthy in one who undoubtedly knows better.

To understand this question thoroughly, it is necessary to know the origin of the Railway Land clause of the Terms of Union.

On reference to pages 1 and 11, it will be noticed that British Columbia proposed that her population for financial purposes be estimated at 120,000; "but finally agreed to accept the basis of the actual population, namely, 60,000." On this basis the subsidies stood (see page 2) as follows:

5 per cent on difference between actual and	
allowed debt	\$ 33,289 71
60,000 inhabitants @ 80c. per head.....	48,000 00
Annual subsidy	35,000 00
Total	\$116,289 71

This total was nearly \$100,000 less than the Legislature of British Columbia had authorized the Delegates to accept. Unless that sum could be made up in some way, it was useless to continue the negotiations. As no expedient was at hand to make good the deficiency, the negotiations were adjourned till next day. Next morning, Sir Geo. Cartier entered the Privy Council Chamber and stated that Parliament had offered Newfoundland, \$150,000 a year for ever for all her Crown Lands, and that he proposed to give British Columbia, \$100,000 a year for ever for a belt of land not exceeding 20 miles in width on each side of the Railway. This was promptly accepted; and Mr. Trutch immediately drew up the Railway Land Clause.

Any one who will carefully examine the Railway Land Clause on page 8, and recollect that Mr. Trutch drew it up, cannot but feel fully convinced that so well drawn a clause would have contained a provision providing for the selection of land "suitable for farming or other valuable purposes" in lieu of lands, within the Railway Land belt that, "on investigation," might be found valueless, if such subject had been discussed between Sir Geo. Cartier and himself.

It will be seen, on page 4, that when Mr. Trutch moved in the Legislative Council the adoption of the Terms of Union, he said that "he could not do better now than pass them in review and comment upon their relative advantages." He stated that the nominal population of 120,000 "was objected to by the Canadian Government, and was fixed at 60,000 as "the basis of the financial portion of the terms," and that "The Railway "subsidy was in return for a belt of land 20 miles on each side of the line of "the road." Not a word is mentioned about selecting good land any where throughout the Province for what might be found valueless in the belt. So the Railway Land Clause was accepted by the Legislative Council without inquiry and interpreted according to the true intent and meaning of words and sentences, although Mr. Trutch stated (page 4) that "the Delegates "were present to explain the exact meaning of every clause as they under- "stood it at the time of the making of the Terms."

The mountainous and sterile character of a large part of the Province was well known to the Delegates, and to Mr. Trutch in particular; for he carried with him to Ottawa a copy of a map of the Province generally known as "Trutch's Map," intended for publication, which represented the country generally as a "Sea of Mountains," and which was taken to the photographer of the Public Works Department to be copied. The Dominion Government cannot, then, plead ignorance of the rough and mountainous character of the country.

It may be asked, why did the Railway Land Clause prohibit the Provincial Government from selling any land within the Province during two years from the date of the Union, and why was it only allowed to permit pre-emptions? The reason why they were not allowed to sell within those two years was due to the fact that the line of Railway had not been located, two years being allowed within which to make surveys and locate it, and during that time it would have been unfair to the Domi-

nion to sell lands that in common fairness ought to inure to its benefit. Pre-emptions were allowed so as not to stop the actual settlement of the country. If the line had been located in 1873 on the adopted route, some hundreds of thousands acres of good land within the belt would have passed to the Dominion that are now in private hands.

It will be observed that the Railway Land Clause says nothing about *the quality* of the land, whether valuable for farming land or any other useful purpose. It simply speaks of *quantity*; and whatever quantity had been alienated under Crown Grant or Pre-emption was to be made good from *contiguous* lands,—not from lands selected anywhere or everywhere throughout the Province.

The fact is the Dominion did not want the lands. It was only an excuse to give the Province a subsidy sufficient to carry on its government and make internal improvements,—on the same principle as the \$150,000 had been offered to Newfoundland. Mr. Anglin (page 16) stated that “the Minister of Customs had admitted that it was only an excuse to give the money, and that the lands were not wanted.” Any contention, therefore, at this late day, about the quality of the land in the Railway belt, is most mischievous.

Sir Alex. Campbell, when he moved in the Senate, the adoption of the address for the admission of British Columbia stated very frankly the views of the Government as to the value of the Railway lands as a source of revenue. He said (page 9) “It will be remembered that, in the case of Newfoundland, we agreed to give her \$150,000 per annum for land for ever. *It was not believed in that case, NOR IS IT IN THIS, that the land would yield any revenue equal to that sum; but it was valuable in some respects; and it was felt necessary to assist Newfoundland beyond the 80 cents per head of her population.*”

This statement alone, taken as a governmental utterance, and as an expression of the views of the Dominion Government as to the value of the Railway Lands at that time, ought, in itself, to quiet forever all contention about the quality of the land in the Railway Land belt.

Reference to and careful examination of the two Statutes of British Columbia in the Appendix establish, beyond controversy, that the Provincial Government has kept faith with the Dominion, and conveyed to it by

Statute every foot of land it is entitled to for Railway purposes ; and, speaking on my own personal responsibility, stands ready to make good from contiguous lands an area equal to what the Province has alienated by Crown Grant and Pre-emption.

A. DECOSMOS.

OTTAWA, November 20, 1889.

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FINANCIAL TERMS PROPOSED BY BRITISH COLUMBIA IN 1870; AND
FINANCIAL TERMS AGREED TO BY CANADA AND BRITISH
COLUMBIA, 1870.

From Commons' Sessional Paper, No. 18, Vol. 4, No. 4, 1871.

TERMS PROPOSED BY BRITISH COLUMBIA TO CANADA IN 1870.

Sec. 2.—“The population of British Columbia shall, for the purpose of financial arrangements, be estimated at 120,000. British Columbia not having incurred debts equal to those of the other Provinces of the Dominion, shall be entitled to receive half-yearly, in advance, from the General Government, interest at the rate of five per centum, per annum, on the difference between the actual amount of its indebtedness at the date of Union, and the proportion of the public debt of Canada for 120,000 of the population of Canada at the time of Union.”

Sec. 3.—“The following sums shall be annually paid by Canada to British Columbia, for the support of the local Government and Legislature, to wit:

“An annual grant of \$35,000, and a further sum, equal to 80 cents per head, per annum, of the population; both payable half-yearly in advance, the population of British Columbia being estimated as aforesaid at 120,000. Such grant equal to 80 cents per head, to be augmented in proportion to increase of population, when such may be shown, until the population amounts to 400,000, at which rate such grant shall thereafter remain.”

(Amendments proposed by the Legislative Council: “That the Governor be respectfully requested to strike out the figures \$35,000 and insert in lieu thereof \$75,000.”) (“That figures “400,000” be altered to “1,000,000.”)

SUBSIDIES BY DOMINION GOVERNMENT

From Commons' Sessional Papers, No. 18. Vol. 4. No. 4, 1871.

(Page 9.)

As proposed by terms submitted to Canada, 1870.

80 cents per head on 120,000 inhabitants.....	\$96 000
Subsidy.	35,000
Interest on difference of debt at 5 per cent.	82,000
	\$213,000

(Pages 10 and 11).

DEBT AGREED UPON AT OTTAWA, 1ST JULY, 1870.

Commons' Sessional Paper, No. 18. Vol. 4. No. 4. 1871.

Sect. 2.—60,000 population at \$27.77 per capita.....	*\$1,666,200 00
“ Actual debt.....	**1,000,405 66
Balance 1872. Commons' Sessional Paper No. 2, Part 4, B.C., Debt Account.....	\$665,794 34

DOMINION SUBSIDIES UNDER TERMS OF UNION.

(Page 10, 11 and 12 Sess. Pap. No. 18.)

Sect. 2.—5 per cent on \$665,794.34 at 5 per cent.....	\$33,289 71
Sect. 3.—60,000 inhabitants at 80 cts.....	48,000 00
“ Annual subsidy.....	35,000 00
Sect. 11.—\$100,000 per annum for Railway lands.....	100,000 00
Total subsidy to B. C.....	\$216,289 71

FROM MR. TRUTCH'S SPEECH, REPORTED IN “COLONIST,” 1871.

Financial terms :

60,000 population at 80 cts.....	\$ 48,000
Annual subsidy.....	35,000
Difference in debt at 5 per cent.....	29,908
Annual allowance for railway lands.....	100,000
Total subsidy.....	\$212,908

* Proposed terms of B.C. were that B.C. be allowed 5 per cent on difference between allowed debt and the proportion of the public debt of Canada for 120,000, estimated at \$24,000 for subsidy on allowed debt.

** \$1,000,405.03. *Sessional Papers, B.C., 1873-74, page 59.*

DEBATE IN LEGISLATIVE COUNCIL OF BRITISH COLUMBIA ON
ADMISSION OF THAT PROVINCE INTO UNION.

From British Colonist Report.

SUBJECT: RAILWAY LANDS.

Section 11, clause 2.

"And the Government of British Columbia agree to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said railway, a similar extent of public lands, *along the line of railway* throughout its entire length in British Columbia, not to exceed, however, twenty (20) miles on each side of said line, as may be appropriated for the same by the Dominion Government from the public lands in the North West Territories and the Province of Manitoba. Provided that * the *quantity* of land which may be held under pre-emption or by Crown Grant *WITHIN THE LIMITS of the tract of land in British Columbia* to be so conveyed to the Dominion Government *shall be made good to the Dominion from contiguous public lands*; and, provided further, that *UNTIL the commencement, within two years, as aforesaid, from the date of Union, of the construction of the said railway, the Government of British Columbia shall not sell or alienate any further portions of the public lands of British Columbia in any other way, than under right of pre-emption, requiring actual residence of the pre-emptor on the land claimed by him.* In consideration of the land so conveyed in aid of the construction of the said railway the Dominion Government agree to pay to British Columbia from the date of Union, the sum of 100,000 dollars per annum, in half-yearly payments in advance."

British Colonist, January 19, 1871.

Extract from leader:

"Our Legislature, yesterday, presented a strange study. Just think of it! A Legislature created, we might say, for the express purpose of deciding the great question of Confederation, giving a unanimous vote in silence, save only *what was said by the mover and seconder!*"

SPEECH OF MR. TRUTCH AND OTHERS ON ADOPTION OF TERMS
OF UNION.

Legislative Council, January 18, 1871.—Colonist report published January 19, 1871.

"Hon. Chief Commissioner in rising to move the Orders of the day, said it devolved on him, as one of the Delegates appointed by the Governor to negotiate

* Nothing said of quality.

"the terms of Union with Canada, to now lay before the Council for consideration
"and adoption the terms agreed to by the Government of the Dominion of Canada.

* * * * *

"He looked in vain for any reasonable ground of objection to the Terms and
"could find none. They differed in some respects from those passed by the Council
"last year, and he could not do better now than pass them in review and comment upon
"their relative advantages. The financial scheme differed very materially to the
"advantage of this colony. The population was, last year, set at the nominal
"amount of 120,000 persons, the reason for which was stated to this House. This
"nominal population, however, was objected to by the Canadian Government, and was fixed
"at 60,000 as the basis of the financial portion of the terms. This, counting Indians
"and all, was about the true population of the colony. The Dominion Government
"will take of our revenue \$363,500, leaving to be disposed of by the local govern-
"ment \$170,450. From the Dominion, we receive 50 cts per head on 60,000 inha-
"bitants (\$48,000), an annual subsidy of \$35,000; interest on difference of debt at
"5 per cent \$29,908, and railroad land annual allowance \$100,000, making a total of
"\$12,908. THE RAILWAY SUBSIDY WAS IN RETURN FOR A BELT OF LAND 20 MILES ON
"EACH SIDE OF THE LINE OF THE ROAD.

"To the total subsidy add \$170,450 revenue left to British Columbia, and we
"had a grand total of \$383,358. Out of this latter sum, British Columbia had only
"to provide \$236,073 for Local Government. This was based upon the Estimates
"of this year. We had, therefore, a balance of \$147,285, at the disposal of the Local
"Government, all the services being provided for which are estimated for the
"current year. According to the scheme of last year, the balance in favor of the
"Local Government was \$151,050; but during the present fiscal year, the revenue
"has decreased, and the financial basis started with the population at 60,000 instead
"of at \$120,000."

"The Delegates had more trouble with the Graving Dock item than with all
"other clauses put together."

* * * * *

"In the railway Clause, the Colony does not get any coach road; but they get
"a SPEEDIER COMPLETION of the railroad than was suggested last year, AND ARE
"OFFERED \$100,000 FOR EVER FOR A CERTAIN BELT OF LAND ALONG THE RAILROAD TO
"BE HELD IN TRUST BY THE CANADIAN GOVERNMENT."

* * * * *

"The Government would lay before the Council the form of an Address, which
"would be open to amendment, and the delegates were present to explain the EXACT
"MEANING OF EVERY CLAUSE as they understood it at the time OF MAKING THE TEP."

"Hon. Dr. Helmcken seconded the resolution of the hon. Chief Commissioner
"to go into Committee."

"The motion to go into Committee was then passed unanimously, and the
"Council resolved itself into Committee of the Whole, Mr. Pemberton in the chair."

"The Committee took up consideration of the Address and Terms, which are as
"follows:—

"To the Queen's Most Excellent Majesty: "

* * * * *

"Clauses 1, 2, 3, 4, 5, and 6 were passed unanimously.

"At clause 7, Mr. Nathan said that he was prepared to support the immediate
"acceptance of the Canadian tariff and would therefore move that consideration of
"this clause be deferred.

"Hon. Chief Commissioner said it was not necessary at this time to move the
"adoption of the Canadian Tariff,—it could be done at any future time—say on
"Monday."

"Mr. Nathan accepted the view of the hon. Chief Commissioner, and clause 7
"was then passed."

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" At clause 10, Mr. Bunster moved that the word Nanaimo be added instead of Esquimalt, as Nanaimo was the place at which a dry dock should be built.

" Mr. Nathan expressed an intention of moving an address to the Governor asking for an extended guarantee for the Dock.

" Mr. Bunster pressed his amendment (laughter). Hon. gentlemen might laugh, but if they only knew the advantages Nanaimo had, they wouldn't laugh. (Renewed merriment.)

" The clause passed, Mr. Bunster dissenting.

" The remaining clauses were then passed unanimously and amid much applause."

* * * * *

" The Committee rose and reported progress, and asked leave to sit again."

AMENDMENTS RESPECTING RAILWAY LANDS.

Extracts from Journals of Commons, 1871.

Pages 162-3. March 30.

" Mr. Ross (Dundas) moved in amendment thereto, seconded by Mr. Jones (Leeds and Grenville), " That the words * * * * " The said terms also pledge the government to a yearly payment to British Columbia of the sum of \$100,000 in perpetuity, equal to a capital of \$2,000,000 for the cession of a tract of waste land on the route of the Pacific Railway to aid in its construction, which British Columbia ought to cede without charge in like manner, as the lands of Canada are proposed to be ceded for the same purpose." * * * * *

Motion lost 75 to 80.

Page 153. 28th March.

Mr. Mackenzie had the above clause in his motion of 28th March.

Page 192. March 31.

" Mr. Blake moved in amendment, seconded by the Hon. Mr. Smith, (Westmoreland). That all the words after "That" to the end of the question be left out, and the words "the proposed terms of Union with British Columbia provide for the payment by the Dominion to British Columbia of a yearly sum of \$100,000 in perpetuity (equal to a capital sum of \$2,000,000) for the cession of a tract of waste land on the route of the proposed Pacific Railway to aid in its construction, while any such land required for that purpose should be ceded without charge in like manner as the lands of the Dominion are to be ceded, and that the said resolutions be recommitted for the purpose of amending the same in accordance with this resolution," inserted instead thereof:"

NOTE—This amendment was lost. 59 to 81.

PARLIAMENTARY DEBATES ON ADMISSION OF BRITISH COLUMBIA,
1871.

Extracts from Debates published at Ottawa Times Office.

Page 661, Ottawa, March 28, 1871.

"SIR GEO. E. CARTIER—* * * "The delegates of British Columbia wished to have the subsidy placed at 80c. per head for a population of 120,000; but on being informed that it would be impossible to obtain the assent of Parliament to such terms, they allowed the population to be put at 60,000

* * * * *

"While this clause was under discussion between the delegates and the Government, it was proposed by the Dominion that the colony should hand over a forty mile strip of land towards the construction of the railway. That would be 2,000 square miles of land, or 50,360 000 acres of land, NOT MERELY AGRICULTURAL LAND, BUT MINERAL LAND. Placing that land at \$1 per acre, it would be equal to a grant of \$50,360,000 towards the construction of the railway. It was proposed to give the colony \$100,000 per annum, which, placing the interest at 5 per cent., would be the annual interest on 2,000,000 acres of land, leaving the remainder to be used by this Government."

* * * * *

Page 665.

"SIR A. T. GALT * * * "The result was the colony would receive \$150,000 to \$170,000 a year from Canada for Union, including a trade guarantee for the works at Esquimalt. He would not object to that price for political union; and did not think it too great an equivalent for valuable lands exacted from the colony for the railway."

* * * * *

"HON. MR. TILLEY.—* * * "He entirely agreed with his hon. friend (Galt) that it was impossible to take large Provinces into the Dominion with a small See Galt's Speech. "population, acquire all their lands without giving them in return It only refers to the means of carrying out the local works necessary to make the railway lands. "country attractive to immigrants, and how could it be expected that the people of this large Province, twice the size of Ontario, would be in a position Gov't proposal to "TO DEVELOP THE RESOURCES OF THEIR COUNTRY WITHOUT ASSISTANCE,—AND THAT ASSISTANCE was what the Government proposed to give \$100,000 for railway lands was "render in the proposition before the House. The member for Sherbrooke merely to give Province enough to carry on local works. "had said that he would have preferred that the Government should have come down and asked a direct vote for that purpose; but he would remind the hon. member that he had not been in favor of that mode, when it was proposed with reference to Newfoundland. * * * * *

After recess. Pages 669 and 670.

"HON. MR. TILLEY resumed the debate. He had been pointing out the difference between the proposition of British Columbia, and that adopted ultimately, which he regarded as the more favorable to the Dominion. * * * * *

"The expense for local works would hardly amount to as much as the hon. member for Sherbrooke estimated they would. Excluding the annual sum of \$100,000 for

"the land grant and the expenses of the Government, these charges would amount to a total of \$361,000. The revenue amounted to \$363,400, which, of course, would largely increase in the future. The difference therefore was not so great after all. Even supposing that the Local Government should accept our lower tariff, the revenue would reach \$308,000. The \$100,000 was, therefore, the amount of expenditure in excess of receipts, and for this the Government received a large grant of valuable land. Now the question was is the union of the Colony worth the cost."

* * * * *

Pages 672, 673.

"HON. MR. MACKENZIE.—* * * He would consent to a considerable grant of money to carry on the Government of a new Colony, and particularly of such a difficult country as Columbia, and he would not show himself less liberal than any other member of the House in considering what ought to be done in the present case. In the discussion in reference to Newfoundland, he preferred Mackenzie was to taking over the land, not to the payment of \$100,000 a year. The cost of management was \$6,000,—and he took the same view with regard to the land grant for the construction of the railway to the Pacific.

"From all he knew of the country, after descending from the Rocky Mountains, the country was valueless for agricultural purposes. The gold mines have certainly proved to be very remunerative, but they are carried on by large companies, and the large importations of breadstuffs into the colony corroborated the barrenness of the land."

* * * * * "The said terms also pledge the Government of Canada to a yearly payment to British Columbia of the sum of \$100,000 in perpetuity, equal to a capital sum of \$2,000,000 for the cession of a tract of waste land of the route of the Pacific Railway to aid in its construction, which British Columbia ought to cede without charge, in like manner as the lands of Canada are proposed to be ceded for the same purpose."

* * * * *

Page 714, Ottawa, March 30, 1871.

"HON. MR. MORRIS * * * "He asked the House seriously the nature and character of the land proposed to be acquired. The land consisted of the United Province of British Columbia and Vancouver Island; and no one could deny would increase enormously the wealth, the resources, and the prosperity of the Dominion." He had several extracts from works on the country, showing its valuable nature and character, and thought the member for Lambton was not justified in the remarks he had used to the effect of there being scarcely any arable land in the whole of British Columbia."

"MR. MACKENZIE stated that what he said was that after descending the slopes of the Rocky Mountains, the country was the roughest on the continent."

"HON. MR. MORRIS, thought the construction he had put on the hon. member's remarks was not very far wrong; but he could state on the indisputable authority of Mr. Trutch, the Surveyor General of British Columbia, that taking the whole of British Columbia and Vancouver's Island, fully one-third or 50,000,000 of acres was good farming land, while the whole acreage of Ontario was 77,000,000 acres."

* * * * *

Page 717.

"MR. OLIVER resumed the Debate * * * * * "It was manifestly unfair to give \$100,000 per year for lands which had not yet been proved to be worth anything. The assumption of those lands by the Dominion

"would entail additional expense on the general government. It would be much better to leave them in the hands of the local Government who could manage them better than the administration at Ottawa." * * * *

Page 718.

"HON. MR. ANGLIN * * * He disapproved of the unfair Parliamentary representation, giving six members to 13,000 people; to pensioning officers, and to the payment of \$100,000 per annum to sustain a corrupt and extravagant Government; given too, under the pretence that it was rent for public lands. Let the House know all the meaning of these terms * * * At the Rocky Mountains, fresh difficulties were to be met, and the British Colonist, a paper published at Victoria, V. I., favorable to Confederation, spoke of the route through which it was proposed to run the railway as 'a sea of mountains.' If this account were correct, it would be difficult to find those vast tracts of fertile country spoken of by hon. members opposite, and it could be no easy matter to run a railway through it. With this much known, this House should be enabled to understand how much of a burden they were expected to bear, before they were asked to vote for this measure." * * * *

Page 720.

"Where was the population to come from? When it was well known that the population of British Columbia had materially decreased of late years! It could only be explained by the fact that the country was not inviting to settlers." * * *

Page 726.

HON. MR. McDUGALL.—* * * "Through and beyond the Rocky Mountains, the country was of a nature most difficult for a railway and most discouraging as regards the prospects of settlement and traffic." * * *

Page 727.

"The same might be said of the money grant, which, though based on a larger population than really existed did not form a serious objection; for it had always been understood that the small Provinces should be enabled to carry on the Government and local works, and he would be quite ready to vote directly a sufficient sum to enable British Columbia to meet her expenses." * * *

Page 744. March 31, 1871.

"HON. MR. MACKENZIE said that in the speech of the hon. Minister of Militia, the statement had been made that one third of the land in British Columbia was fit for agriculture. But it was admitted that this statement embraced the Island of Vancouver. Now, in dealing with this question, the Island must not be taken into consideration at all. From all the evidence he could obtain respecting the mainland, not one fifth of it was available for settlement by farmers, and the remaining four fifths through which the road was likely to run, had yet to be proved good for mining purposes. It was simply absurd to put the price of that land at \$1 per acre." * * *

Pages 748-749.

"SIR GEO. E. CARTIER.—* * * For the sake of the member for Lambton himself, he trusted his speech would not be reported, and especially that part in

" which he had spoken of the character of the land in the most disadvantageous terms; and yet he said he was in favor of building the railway as soon as possible. " If the land was as described by the hon. member, why should a railway be built at all. * * * * *

Page 749.

" The hon. members opposite had been sufficiently unpatriotic to represent the country as that it would never attract immigration, and he quoted from the proceedings of the House of Representatives of the State of Minnesota, speaking of the Canadian line as practicable, and the territories of the North West and British Columbia as the most fertile on the continent. * * * * *

" Mr. MACKENZIE denied that he had done anything to decry the country."

" Hon. Sir GEO. E. CARTIER was glad he had given the hon. member an opportunity to correct himself. He quoted an article from an American paper, copied into the *Globe*, characterizing the Saskatchewan country as most valuable in soil and minerals, and *British Columbia as possessing rich mineral resources, magnificent climate and fine soil.* It was fortunate the truth could be ascertained, even if it came from opponents." * * * * *

Page 755.

M. BLAKE moved in amendment.

(See also Journal of Commons, page 193, March 31, 1871.)

OTTAWA, April 1, 1871.

Address carried.

DEBATES IN SENATE ON ADMISSION OF BRITISH COLUMBIA.

SENATE, April 3, 1871.

Page 776.

" Hon. Mr. CAMPBELL, * * * *. Now I come to that item which provides that Dominion government agree to pay British Columbia the sum of \$100,000, in consideration of the land ALONGSIDE THE RAILWAY. It will be remembered that, in case of Newfoundland, we agreed to give her \$15,000 per annum for land, for ever. IT WAS NOT BELIEVED IN THAT CASE, NOR IS IT IN THIS, that the land would yield any revenue equal to that sum; but it was valuable in many respects, AND IT WAS FELT NECESSARY TO ASSIST Newfoundland BEYOND the 80 cents per head of population. * * * * *

Page 776.

Hon. Mr. CAMPBELL.—"It must be remembered that in making an arrangement with a country like this, sparsely populated and with large boundaries, provision

"must be made for internal development, and in any union we must make it satisfactory to the people of that country as well as ourselves. Looking, therefore, at the whole state of the case, there would only remain to British Columbia \$100,000, \$100,000 for internal improvements. "which we propose to give to her for the land she agrees to cede to the Dominion ON THE LINE OF RAILWAY. Surely that cannot be considered an unreasonable arrangement; in fact, I have not heard any one say so."

"In Ontario, it is expected that alternate sections of 20 miles will be given for the construction of the road, whereas British Columbia gives a continuous grant of 20 miles on each side. Therefore the quantity of land given by that colony is two-fold. Therefore the item respecting the land can be defended successfully with respect to the necessities and requirements of the country, and in a LESSER DEGREE, Necessity to give "by the cession of the land itself which the Dominion is to receive."
B. C. revenue.

Page 793.

"Hon. Mr. MILLER * * * British Columbia including Vancouver Island, as they were well aware, was the most western dependency of England on this continent. * * * The country, although in many parts broken and uneven, contains much valuable agricultural land, equal to the support of a great population. * * * British Columbia is known to contain coal formations of immense extent. * * * Then copper abounded in the colony, and also magnetic iron ore, marble, limestone, sandstone, &c. Its gold fields had a world-wide reputation.

Page 796.

"Hon. Mr. MILLER * * * The financial arrangements had doubtless been settled on accurate information and a full investigation of the wants and circumstances of the Colony."

Page 809.

"Hon. Mr. SANDBORN, * * * Whilst the government undertake to incur so enormous an expenditure in connection with the railway, they agree to pay \$100,000 yearly in consideration of the land, advanced for the construction of that work. How the government could ever entertained a proposition of that character I cannot understand. If British Columbia has any interest in having this road built and uniting with Canada, surely she ought to be willing to give up so much of her territory as will be necessary for the purpose of securing communication between them and us. The more I consider the financial features of the scheme, as respects the railway, the more I see their unfairness, and am convinced of my duty to oppose them." * * *

Page 810.

"Hon. Mr. MCPHERSON * * * Now, with respect to the financial features of the scheme, EVERY ONE MUST admit that it is absolutely necessary that British Columbia should have the ability to support her local government and of meeting her local requirements. The Dominion agrees to pay an annual subsidy of \$35,000, as in the cases of the other Provinces; also, 80 cents per head, equivalent to \$48,000; these sums amount to only \$83,000, which is evidently altogether inadequate to meet the local wants of this Colony. THEREFORE it was Reason for \$100,000 "found necessary to supplement that amount by \$100,000—no very subsidy. "extravagant sum certainly."

"If instead of \$35,000, it had been shown that \$135,000 was required by British Columbia in order to maintain her Provincial services, and make such local improvements as she would require, this country could not have objected to give it, and that too without an equivalent in the shape of land. Instead of that, however, the

"Government of the Dominion has stipulated that a strip of land, 40 miles wide, should be given along the route of the proposed railway in British Columbia. If the information we have is at all correct, that land must become very valuable in the course of time, and I think the country has every reason to be satisfied with this part of the arrangement. * * * * *

Pages 814 and 815.

"HON. M. DEVER:—In answer to the remarks of some of the Opposition as to the value of the possessions in question, no better answer could be given than the following statement taken from the *New-York Tribune* of a late date. Speaking of the resources of British America, the *New-York Tribune* said: * * * Beyond the Rocky Mountains is British Columbia, abounding with gold, and containing the best and most abundant coal mines yet found on the Pacific Slope. It has a superior soil, a magnificent climate, and an abundance of fish. That colony is in every respect in "natural superiority" fully on a par with California, and Oregon, and the Territory of Washington."

Page 836, April 4, 1871.

Referring to speech of Mr. McPherson.

"HON. MR. DICKEY.— * * * What the county may be over the steppes of British Columbia, I cannot say, nor can he. * * *

Page 840.

"HON. MR. CHAPUIS. * * * British Columbia has not dictated the terms and conditions of her Union with Canada, as that hon. member was pleased to say yesterday; but we have objected to and amended the terms proposed by her and the changes, have been accepted by her delegates. * * * * *

Page 844.

"British Columbia has agreed to grant fifteen million acres of land along the route, and these will be sufficient or nearly so for the construction of their part of the road. Immigration will settle along the road, and thus it will prove a lasting benefit to British Columbia and Canada. * * * * *

Page 846.

"The distance from Fort Garry to the Rocky Mountains 1,125 miles, is of an easy character, and the 600 miles following through the sea of mountains (as it has been called) is difficult; but much less so on our side than on the American Territory, where the two lines are being constructed. * * * * *

Page 847.

"As for the climate and nature of the soil in British Columbia, I can prove, that they are most favorable to colonization. * * Because the Rocky Mountains intervene between Canada and British Columbia, it must not be inferred that the whole colony is of the same character as those Mountains and is unfit for colonization purposes. When, for instance, a traveller visits the Saguenay river, and looks at its high rocky walls, he cannot conceive that the country behind is of such a splendid character as it has proved to be round Lake St. John and elsewhere. Well, it is the same with British Columbia, and the Territories north of Lake Superior,

"for the whole length of the road,—and I have proved that once the Rocky Mountains are passed, the country is as favorable as any part of Canada, with respect to climate, soil, timber, &c." * * * *

Page 856.

"Hon. Mr. SEYMOUR * * * * As respects the amount of money which is to be handed over to British Columbia, I refer to the \$100,000 a year in perspective, it really amounts to a capital of two millions of dollars, for the *purchase of lands of which we know nothing, and of which there has been no survey or exploration.* We are certainly proceeding in the dark. So far as we know only a small portion of the lands of British Columbia are fit for the purposes of cultivation. Already free grants of land have been offered, but the country nevertheless is not settled. The truth is that you cannot form settlements because there is a small proportion of lands fit for cultivation. Even admitting that one third is fit for cultivation, any person who knows anything about the land is aware that they are not accessible. *We may literally hand over the sum of \$100,000, for a worthless purchase.* * * If you could not derive a revenue from the fertile lands of Ontario, how can you expect to do so from this miserable region of the west? (Hear) * * * Those who talk about settling this western country are hardly awake to what they are saying. Some years ago there was a great rush to the country to prospect for gold and minerals; but all that excitement has died away, and mining is now pursued only to a small extent."

Pages 862-867.

"Hon. Mr. WARK * * * * Instead of giving the people of *British Columbia the \$100,000*, I would capitalize it, and that would probably give them \$2,000,000 to spend in improving their communications. * * * *

"*Not only would I grant them a sufficient representation, BUT I WOULD GIVE THEM ALL THE NECESSARY REVENUE FOR THEIR LOCAL REQUIREMENTS*; but to bind the Dominion to construct the Railway within 10 years at whatever cost, is promising too much. * * * *

"In British Columbia, the Cascades on the Pacific Coast, the GOLD, the SELKIRK, and the Rocky Mountains, and in addition to these particular ranges, there are considerable portions of very rugged country, through which the road will pass. * * * *

Page 872.

"Hon. P. MITCHELL * * * * He further states that a very large portion of Referring to Sanborn "the territory in British Columbia is unfit for settlement;" * *

† Refers to Wad- "That gentleman (†) further states that 213 miles of the land dington, who never was 100 miles "through which it passes is of good quality and fit for settlement, in the interior. "and a considerable portion of it is above the average of settlement land, in Canada." * * * *

Pages 875 and 876.

"It is important in considering the ability of Canada to carry out her engagement to look at the character of the land, through which the railway runs. I have already stated the opinion of an (†) engineer of standing in reference to those in British Columbia, and in confirmation thereof I will quote from a paper read before the Royal Geographical Society of London in 1869, a description of that (*) country through which it is proposed that the railway shall run, that for 300 miles in length it runs, through "a rich plateau of cultivable soil generally heavily timbered, and capable of producing any

* Bute route. See Journals of Geog. Society, vol. 38 page 125-6, 1868 Waddington.

"kind of crops." In reference to this plateau, it is stated that it contains millions of acres of good ground where large tracts of land are sure to be taken up as soon as the first communications are established. The writer further observes "that the Indian horses pass the winter out of doors without fodder or stabling, the best proof that the winters are not very severe;" and while speaking of a portion of the country as rough, clearly indicates its fertile character, and adaptability for cultivation and grazing." * * * * *

April 5. Page 906.

"Hon. Mr. CHRISTIE—* * * \$100,000 for payment of land," * * *
 "This, added to the \$97,800 before mentioned gives the colony \$144,800, and represents the annual cost to the Dominion, over revenue, including the payment for land." * * *

Page 907.

"West of this to the Pacific, the country is almost worthless for agricultural purposes,—there is a good deal of mineral wealth, some valuable fisheries, but no farming lands. In conversation with my friend, the hon. Malcolm Cameron, I was informed by that gentleman that his own observation and all the information he could gather during a visit to that country in 1862, had led him to the conclusion that only very small proportions of British Columbia could be made available for agricultural purposes. In the small interstitial valleys, there was fertile lands; but the quantity was very inconsiderable and even those valleys were liable to inundation by the June torrents. The uplands were poor and rocky. The prairie portions were covered by a grass well-known to the Western men as "bunch grass;" unfit for pasture, and indicating a poor sterile soil. Mr. Cameron only saw two good farms in the whole country; they were on Vancouver Island, and had been made good by a large expenditure of money. On his return to Canada, Mr. Cameron gave a fair statement of the country and its resources, for which he was assailed in strong terms in a letter, signed by some forty persons from Canada, who had emigrated to British Columbia. They declared that Mr. Cameron's statements were calculated to mislead Canadians, and were altogether too favorable to the country, which was unfit for agricultural purposes. The letter in question will be found in the *Globe* of the 18th February, 1863. It is signed by persons from many parts of Canada, and many of them well known to some of my colleagues, as persons of respectability and industrious habits, who went there as pioneers of civilisation. It is evident that money, and money alone, must build this railway." * * * * *

Page 911.

"Hon. Mr. BORSFORD. * * * No one denies that British Columbia possesses many valuable resources,—that it has the finest coal on the Pacific coast—in itself a great element of wealth—that it has fisheries which must be a very lucrative source of commerce,—that it has gold, to an extent of which even yet we cannot form an accurate idea, besides many other minerals. What then is this great stumbling block?"

Page 917.

"Hon. Mr. ODELL. * * * With all the information before me I do not see that we can derive much revenue from the resources of British Columbia. If we are to pay the expenses of their government, and everything connected with it,—if we are to build this railway, why too are we called upon to pay \$100,000 for the right of way through the country which they ought to give freely. The mode of

"submitting the measures—the fictitious population, the disproportionate representation, five per cent on the indebtedness per head calculated on 60,000 instead of 10,000 in section 2, and the 100,000 for railway lands, are all objections, but minor objections that might be got over. Now I have come to the railway, the real stumbling block in this matter so-called by the supporters of the scheme.

DEBATE ON ADMISSION OF BRITISH COLUMBIA, 1871.

Toronto Globe Report, March, 28, 1871, in Scrap Book. Lib. Parliament. Page 62

"SIR GEO. CARTIER, moved that the House go into Committee to consider a series of resolutions respecting the admission of British Columbia into Union with Canada. * * * * *

"He might now say that *the terms* were the same with exceptions, which had been offered to Newfoundland and Prince Edward Island. * * *

"*The representatives of British Columbia wished to have their population regarded as 120,000 on the ground that that number was what was indicated by the consumption of goods as compared with the consumption in Canada. But they finally agreed to accept the basis of the actual population, namely 60,000.*"

* * * * *

"The next point he would refer to was that relating to the Pacific Railway, which was as follows:—

"The Government of the Dominion undertake to secure the commencement simultaneously, within two years of the date of the Union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific to connect the seaboard of British Columbia with the Railway system of Canada, and further to secure the completion of such railway within ten years from the date of Union.

"And the Government of British Columbia agree to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of the said Railway, a similar extent of Public Lands along the line of Railway throughout its entire length in British Columbia, not to exceed, however, twenty (20) miles on each side of said line as may be appropriated for the same purpose by the Dominion Government from the Public Lands in the North West Territories and the Province of Manitoba; provided that the *quantity* of land which may be held under pre-emption right or by crown grant within the limits of the tract of land in British Columbia to be so conveyed to the Dominion Government, shall be made good to the Dominion from *contiguous* Public Lands; and provided further, that until the commencement within two years as aforesaid from the date of the Union of the construction of the said Railway, the Government of British Columbia shall not sell or alienate any further portions of the Public Lands of British Columbia in any other way than under right of pre-emption, requiring actual residence of the pre-emptor on the land claimed by him. In consideration of the land to be so conveyed in aid of the construction of the said Railway the Dominion Government agree to pay to British Columbia from the date of the Union the sum of \$100,000 per annum in half-yearly payments in advance."

"The Government did not intend to build the road themselves, but by means of companies that would have to be assisted principally by grants of one dollar lands. (Hear, hear.) The land which British Columbia would contribute for this purpose

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"was valued at one dollar an acre, which would amount to \$15,360,000. For this the Government would undertake to pay \$100,000 a year to British Columbia, which was interest at 5 per cent on two million dollars. That was to say that in the purchase of these two million acres, Government would be the gainer to the extent of \$13,360,000 with which to assist the railway that would be undertaken. The Government insisted upon that as a *sine qua non* condition.

"The land must be under their control in order to aid the railway."

* * * * *

"MR. MACKENZIE * * * In the discussion upon the admission of Newfoundland last session, they were asked to vote \$150,000 a year, in view of the disposal of public lands to the Dominion. He had stated that he preferred leaving the lands in the hands of the Province, because they brought in a revenue of \$3,000 a year, and cost for their management \$1,000. He took the same ground now with reference to the land grant to aid the railway through British Columbia. He believed these lands in that Province were almost valueless, though he had to confess that he was about as ignorant on that point as the government themselves (laughter.) But all the evidence they had went to show that the land west of the Rocky Mountains was of a rocky character. The Minister of Militia claimed that it was valuable for mining purposes; but now-a-days large capital was necessary for the development of mineral wealth. The very fact that there were large imports for consumption indicated that the land was not much good for farming purposes. He was bound therefore to look upon the acquisition of that colony as simply a political necessity, which he admitted was a somewhat urgent one."

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Page 62

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Page 64.

"MR. MACKENZIE. The only valuable land available for that great purpose was from Winnipeg River to the Rocky Mountains."

* * * * *

"West of the Rocky Mountains, the country was very rough, and it would be difficult to build a road over it."

* * * * *

"He thought it was most unjust to lead the people of British Columbia to believe that we could complete that work within ten years, and he entered his protest against deluding these people and leading this house astray in the matter of the railway."

* * * * *

"MR. MASSON: * * * British Columbia offered us more than the North-West could offer us; for it had gold mines and coal fields."

* * * * *

"MR. YOUNG * * * The grant of a hundred thousand dollars on account of the lands for the Pacific was objectionable. That amount capitalized at 5 per cent, was equal to two million dollars, and brought to mind the proposition to give \$150,000 per annum to the rocks, &c., of Newfoundland two years ago."

* * * * *

"MR. BLAKE * * * It was an utterly vain expectation that the government would be able out of these lands whether the country was settled or not, to make any considerable sum of money."

* * * * *

* * * * *

"MR. BODWELL * * * With regard to the proposed annual payment of \$100,000 for lands from British Columbia, that was a mere pretence."

"MR. OLIVER.—* * * It had been proposed that thirteen million acres of land running alongside the railway should be appropriated. If so, these lands would be a constant cause of expenditure for management and surveying (Hear, hear.) It would be better that these lands should remain in the hands of the local

"Government of British Columbia, otherwise they might pass into the hands of land speculators, a state of things which would prove ruinous to the settlement of the country. If these lands were not locked up, they would be sufficient to support a population of two millions, and it would be better that a money bonus should be given and these lands opened up to the people for settlement." * * * *

MR. ANGLIN.—* * * "*He contended that it was not open, or honest, or manly to give \$100,000 for lands along the line of railway; FOR THE MINISTER OF CUSTOMS HAD ADMITTED THAT IT WAS ONLY AN EXCUSE TO GIVE THE MONEY, AND THAT THE LANDS WERE NOT WANTED.*"

"MR. MILLS.—An open confession."

"SIR GEO. E. CARTIER.—A Catholic confession."

"MR. ANGLIN.—A Catholic confession was an open and a full confession, and he wished the Government would make such a one. (Applause) * * * *
Beyond the Rocky Mountains, the country was again hilly and rocky. In reference to that point, he quoted from an article in the *Victoria Colonist* to corroborate what the hon. member for Lambton had said the other night with respect to the sterile character of some parts of the route. He (hon. M. Anglin) liked to be frank, and would say that the article was written to support one railway scheme against a rival railway scheme. The article spoke of the "Horrible Frazer River Country," the appalling character of the difficulties, "sterile mountains of enormous height," from which land slides perpetually in summer, and avalanches sweep down in winter, carrying all before them. The cost of the railway in these defiles would be money thrown away, and a millstone on the neck of the Dominion. These extracts of which he might read more, would serve to give some idea of the country. Now the question came up what must be the cost of the railway through such a country as that? The cost of forwarding supplies far into the interior to support the men engaged in the work must be enormous, and the wages of the men would also be very large."

* * * * *
 "SIR F. HINCKS * * * "He only wished to show that there were several points conceded by British Columbia and that to change the terms would re-open all these points."

Ottawa, March 31, 1871. Page 71.

"MR. MACKENZIE: * * * "He expressed his surprise that the Minister of Inland Revenue, with all the information he was able to obtain, *was not able to say that more than one-third of British Columbia, even including Vancouver Island, was fit for agricultural purposes.* He (Mr. Mackenzie) believed that in reality, not more than one-fourth or one-fifth was at all fit land for settlement. He ridiculed the argument of the hon. Minister of Militia that we would get 15,000,000 acres of land for \$2,000,000; and then get an available surplus, after using the land, \$13,000,000, to be applied to extinguish the debt."

"He characterized the statement of the Minister of Inland Revenue, yesterday, in holding out hopes to British Columbia, and then stating that Parliament was master of the situation, as one of the most immoral speeches he (Mr. Mackenzie) ever heard delivered in Parliament. (Hear, hear.)

Page 72.

"MR. BLAKE * * * "The man who would vote for the proposition with the secret intention not to sink the last dollar if necessary to fulfil the obligation on thus contracted was a dishonest man."
 "proposition with the secret intention not to sink the last dollar if necessary to fulfil the obligation thus contracted was a dishonest man."

* * * * *
 "Mr. Blake moved an amendment. (See Journals of the House of Commons, page 193, 1871).

DEBATE ON ADMISSION OF BRITISH COLUMBIA, 1871.

*From Leader report.*THE LEADER, 23TH MARCH 1871.

"Sir GEO. CARTIER moved the House into Committee of the whole to consider the resolutions respecting the admission of British Columbia into the Union. *

* * * "He anticipated opposition on the clause relating to the railway. British Columbia was to aid it by a land grant of twenty mile sections on each side of the line, which would give twenty-five thousand square miles or 50,360 acres. It was proposed to give in return one hundred thousand dollars annually, which was only interest at five per cent. on two million dollars. Placing the value of land at one dollar per acre, it would leave over thirty-eight million dollars worth of land to aid the railway.

"Mr. TILLEY: * * * The expenses for local works would hardly amount to as much as the hon. member for Sherbrooke had estimated. Exclusive of the annual sum for a land grant of 100,000 dollars and annual expenses of government, these charges would amount to a total of 361,000 dollars. The revenue amounted to 363,400 at present and would naturally increase in the future. Even should the local government adopt our lower tariff, the revenue would reach 308,000 dollars. The 100,000 dollars were therefore in excess of the expenditure, and for which the Dominion receives a large grant of land."

"Mr. MACKENZIE: * * He spoke of the resources of British Columbia and the lands which would be conceded to the Country by the admission of that Province into the Union. He mentioned that gold mining and agriculture in that country had been a failure, and the revenue of the Colony had been derived from imports on breadstuffs imported into the Province. * * * From what information he had, the route contemplated for the Pacific Railway presented greater difficulties than any other route in the Dominion, and the country beyond the Rocky Mountains was extremely rough and forbidding. * * *

March 30, 1871.

"Mr. MORRIS:—* * * As to the quality of the land in British Columbia he had been informed by Mr. Trutch who was thoroughly acquainted with that country, that there were 22,000 miles or one hundred and forty million acres of fertile lands on the Western Slope of the Rocky Mountains."

Ottawa, 31st March, 1871.

"Mr. MACKENZIE referred to the statement of the Minister of Militia that one third of the Territory of British Columbia was fit for cultivation; but he (Mr. Mackenzie) thought the hon. gentleman had not taken the trouble to inform himself on the question. It was ascertained that there was no more than one-fifth of the Province fit for farming purposes. He charged the Minister of Agriculture with endeavoring to mislead both the people of Canada and British Columbia with respect to the construction of the Pacific Railway, by entering into obligations which the government had no intention of fulfilling."

"Mr. BLAKE—(Amendment) See page 192. Journals of House 1871.

EXTRACTS FROM JOURNALS OF COMMONS, 1869, RESPECTING LANDS
OF NEWFOUNDLAND.

Journals of Commons, 1869.

Page 221.

"That in consideration of the transfer to the general government by Newfoundland of the now ungranted and unoccupied, lands, mines and minerals of the Colony, the sum of \$150,000 shall each year be paid to Newfoundland by semi-annual payments in advance ;

"the colony shall retain the right of opening, constructing and controlling roads and bridges through any of the said lands, and the privilege heretofore enjoyed by the inhabitants of Newfoundland of cutting (free of charge) wood on the ungranted lands of the Crown, shall continue to be exercised by them in like manner free of charge ; but the aforesaid reservations shall be subject to such regulations, as may, from time to time, be passed by the Lieutenant Governor of Newfoundland in Council, and which regulations shall be subject to the approval of the Governor General in Council."

"Such surrender shall also be subject to the reservations and provisos contained in the 7th and 8th sections of the Act of the Legislature of Newfoundland, 7 Vic., chap. 1, but these shall in like manner be at all times subject to approval as aforesaid."

"That it shall be optional, however, for Newfoundland before entering the Union, to reserve to itself all the lands and rights conveyed to the General Government by the last preceding clause, and in that case Canada shall be relieved of the payment of the aforesaid sum of \$150,000 per annum."

Page 217-18.

"Mr. Blake moved an amendment, seconded by the Hon. Mr. Holton :

"That all the words after "That" to the end of the question be left out, and the words "by the British America Act 1867," it is in effect provided, that each of the

"Provinces by that United Act shall retain its public lands. That the public lands of Newfoundland proposed to be purchased by Canada at the price of \$150,000 a year or \$3,000,000 do not pay the expenses of management."

"That public lands can be managed more efficiently, economically and satisfactorily by the Province in which they are situated than by Canada."

"That there is no good reason for the departure from the principles of the British Act involved in the proposed purchase."

"That this House (while prepared in settling the terms on which Newfoundland should be admitted into the Union to give full consideration to any exceptional circumstances in the condition of that Province) is of opinion that those terms should be so arranged as that Newfoundland shall retain all its public lands*."

* "Lands" here means the same as in B.C., and includes mountain as well as vale.

Journals of Commons, 1869.

Pages 218, 219.

"Hon. Mr. Wood moved in amendment, seconded by the Hon. Mr. Anglin.

"That all the words after *"That"* to the end of the Question be left out, and the words *"The Resolutions be recommended to a Committee of the Whole House with instructions to amend the same by substituting the following for the 4th, 5th and 6th resolutions:*

"Whereas the Crown Domain of Newfoundland has not hitherto yielded any net revenue, and will not be likely to do so, if taken under the management of the Dominion;

"And whereas the said Crown Domain can be more economically managed by the local Government of the Island which is more immediately interested in the development of its mineral and agricultural resources:

"And whereas, it is right and just to afford to Newfoundland the means absolutely necessary for providing for the proper and efficient administration of its local Government and local affairs; THEREFORE,

"Resolved, That all lands, mines, minerals and royalties vested in Her Majesty, in the Province of Newfoundland shall belong to the Government of Newfoundland, subject to any trust that may exist in respect to any such lands, mines, minerals, and royalties, or any interests of any other persons in respect of the same."

Page 219.

"Resolved, That in consideration of the transfer to the General Parliament of the powers of taxation, and in order to enable Newfoundland to provide for its local services, and to carry on its local government, the following sums (namely, \$35,000 and \$150,000, making \$185,000) shall be paid yearly by Canada to Newfoundland, that is to say, The said sum of \$185,000 and an annual grant equal to 80 cents per head of the aforesaid population—both half yearly in advance—such grant of 80 cents per head to be augmented in proportion to the increase of population as shewn by such decennial census until the population amounts to 400,000, at which rate it shall thereafter remain,—it being understood, that the first census shall be taken in the year 1871."

This proposes same subsidies, leaving lands to Nfld.

DEBATES ON ADMISSION OF NEWFOUNDLAND

From Globe Report, June 8, 1869.

"HON. MR. ROSE * * * "Crown Lands \$150,000."

"HON. MR. SMITH * * * Then we have to pay \$150,000 for Crown lands which were worth nothing. Last year, the revenue from these was \$2,500, whereas the cost was \$6,000. Yet, we here gravely propose to pay \$150,000 a year rent and manage them besides."

"HON. M. ANGLIN did not feel any desire to haggle about any terms which Newfoundland might make, or any advantages which might be conceded to them: but the land transaction for which the Dominion was asked to pay \$150,000 a year was absurd. Let Newfoundland keep her land and collect her revenues by all means. The Dominion did not need it."

* * * * *

"As to the land, he would again say, by all means let Newfoundland keep her land. If she wants to get rid of it, perhaps the Great Ontario Ship Canal Company might get it to advantage (laughter.)"

"MR. BODWELL * * * Such a proposition was as monstrous as that by which they were called on to give \$150,000 a year for the land of Newfoundland. From all he could gather these lands were of little value as mineral lands; and agriculturally were worth little or nothing."

"DR. TUPPER, * * * These terms had received the approval of the people throughout the Dominion, and the terms now submitted were substantially the same as those agreed to by the Quebec Conference. The action of the Conference was endorsed by the people, when the Ministry, at a subsequent election, were sustained by a great majority; and as part of the scheme so approved, it was agreed that the Dominion should assume the lands and mines of Newfoundland, paying a certain sum therefor; It was not now open for this House to go back

from that arrangement. THE REASON WHY THIS ARRANGEMENT WAS MADE WAS THAT NEWFOUNDLAND HAD NO SOURCES OF LOCAL REVENUE, AND IT BECAME NECESSARY TO MAKE SPECIAL PROVISION IN THIS WAY FOR ITS LOCAL SERVICES. He believed the mineral wealth of that Island was very great, and only wanted

the application of capital to be profitably developed. Suppose it was possible to drive a harder bargain with the gentlemen representing Newfoundland, he did not think it was desirable to do so, as it was important that they should come into the Union satisfied with the future opening up to them. The member for Lambton had spoken of this matter as a marriage. If so, if we were about to make a matrimonial arrangement with the fair bride of the Ocean, we should not haggle about the pin-money."

House of Commons. Globe Report, June 10, 1869.

"MR. BLAKE * * * * The proposed barter of the public lands of Newfoundland for \$150,000 a year was a sham bargain. The Dominion would never reap pecuniarily and directly any advantage from these mines and minerals * * Under these circumstances, if the choice were between giving \$150,000 a year to Newfoundland and taking her lands, and our giving \$150,000 to Newfoundland and leaving her land, he would unhesitatingly vote in favor of the latter of those two propositions. He believed the prosperity of the Colony would be largely enhanced by the adoption of the latter alternative, and the pecuniary results to Canada would be largely enhanced by it.

"HON. MR. TILLEY. * * * The majority decided that the land should remain, as far as the four Province were concerned, in the hands of the Local Legislature. BUT IT WAS NOT SO WITH NEWFOUNDLAND. In the case of that Province, they themselves suggested that their lands should be placed in the hands of the Dominion."

"MR. D. A. MACDONALD—Why?"

"HON. M. TILLEY—One of the reasons, he did not hesitate to say, was that there might be a fixed sum for local matters which they could not be sure of, if the lands were under their control and management; and now that this proposition had come from

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"Newfoundland, he did not hesitate to say, from his experience, from the difficulties we had with settling wild lands, emigration, and with regard to the resources of the Dominion, that it was in the "public interest that all Canada lands should be placed in the hands of the Dominion." * *

* * * * *
"HON. MR. ANGLIN, said that it was quite possible that in the Quebec Confer-
"once the resolution to give the £30,000 was adopted as a payment to the Province
"to carry on its local affairs. * * * * *

"HON. MR. WOOD thought the important question was this: what sum would
"be required by Newfoundland to carry on its local services? That sum being once
"ascertained, Canada should freely give it. * * The only part of the scheme he
"objected to was this: As to public lands, he would much prefer that Newfoundland
"would keep her own lands, and with that view he would not object to the special
"subsidy being made \$185,000 instead of \$35,000.

"SIR JOHN A. MACDONALD said if he believed Mr. Blake's amendment carried out
"the views expressed by the hon. gentleman who had just sat down, he could almost
"be disposed to accept it; but he looked upon it as intended to defeat the whole
"scheme of union with Newfoundland." * * * * *

"SIR JOHN A. MACDONALD.—* * * If the hon. member (Blake) were to
"ever more—that the House was willing to give an additional subsidy of \$150,000,
"but would not claim THE LANDS as a consideration in return, that would be a fair
"and candid motion; but the amendment he had actually submitted did not put the
"question in that light."

MR. MACKENZIE. * * He was prepared to give whatever sum was necessary,
"on a fair calculation, to carry on the local government of the Island, but he was
"not prepared to assume the responsibility of these lands, in order to give a premium
"to Newfoundland."

APPENDIX.

" An Act to authorize the grant of certain Public Lands to the Government of the
" Dominion of Canada for Railway purposes.

" WHEREAS it is expedient to provide for the grant of Public Lands to the
" Dominion Government, required for a Railway between the Town of Nanaimo and
" Esquimalt Harbour ;

" Therefore Her Majesty, by and with the advice and consent of the Legislative
" Assembly of the Province of British Columbia, enacts as follows :—

" 1. From and after the passing of this Act, there shall be and there is hereby
" granted to the Dominion Government, for the purpose of constructing, and to aid
" in the construction of a Railway between the Town of Nanaimo and Esquimalt
" Harbor, in trust to be appropriated in such manner as the Dominion Government
" may deem advisable, a similar grant of Public Lands along the line of Railway
" before mentioned (not to exceed 20 miles on each side of the said line) as may be
" appropriated for the same purpose by the Dominion from the Public Lands of the
" North West Territories and the Province of Manitoba, as provided in the Order in
" Council, Section 11, admitting the Province of British Columbia into Confederation ;
" such grant to be subject otherwise to all the conditions contained in the said 11th
" Section of the Terms of Union.

* * * * *

" 7. This Act may be cited as the Esquimalt and Nanaimo Railway Act, 1875."

An Act to authorize the grant of certain Public Lands on the Mainland of British
Columbia to the Government of the Dominion of Canada for Canadian Pacific
Railway purposes.

HER MAJESTY, by and with the advice and consent of the Legislative Assembly
of the Province of British Columbia, enacts as follows :

1. From and after the passing of this Act, there shall be, and there is hereby
granted to the Dominion Government for the purpose of constructing and to aid in
the construction of the portion of the Canadian Railway Line located between Burrard
Inlet and Yellow Head summit, in trust, to be appropriated in such manner as the
Dominion Government may deem advisable, a similar extent of public lands along
the line of railway before mentioned (not to exceed twenty miles on each side of the
said line) as may be appropriated for the same purpose by the Dominion from the
public lands of the North-West Territories and the Province of Manitoba, as provided
in the Order in Council, section 11, admitting the Province of British Columbia into
Confederation. The land intended to be hereby conveyed is more particularly
described in a despatch to the Lieutenant-Governor from the Honourable the
Secretary of State, dated the 31st day of May, 1878, as a tract of land lying along
the line of said railway, beginning at English Bay or Burrard Inlet and following
the Fraser River to Lytton ; then by the Valley or the River Thompson to Kamloops ;
thence up the Valley of the North Thompson, passing near to Lakes Albreda and
Cranberry, to Tête Jaune Cache ; thence up the Valley of the Fraser River to the
summit of Yellow Head, or boundary between British Columbia and the North-West

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Territories, and is also defined on a plan accompanying a further despatch to the Lieutenant-Governor from the said Secretary of State, dated the 23rd day of September, 1871. The grant of the said land shall be subject otherwise to the conditions contained in the said 11th section of the Terms of Union.

2. This Act shall not affect or prejudice the rights of the public with respect to common and public highways existing at the date hereof within the limits of the lands hereby intended to be conveyed.

3. This Act may be cited as "An Act to grant public lands on the Mainland to the Dominion in aid of the Canadian Pacific Railway, 1880."

CORRESPONDENCE

With reference to the transfer of Railway Lands to the Dominion.

By Command.

T. BASIL HUMPHREYS,
Provincial Secretary.

PROVINCIAL SECRETARY'S OFFICE,
4th May, 1880.

Mr. Trutch to the Attorney General.

VICTORIA, B. C., April 14th, 1880.

SIR,—His Honor the Lieutenant-Governor having referred me to you as authorized to receive, on behalf of the Government of British Columbia, communications, from me, as Agent of the Dominion Government, on the subject of the adjustment and transfer to the Dominion of the lands granted by the Province of British Columbia, under the "Term and Conditions" of Union, in aid of the construction of the Canadian Pacific Railroad, I beg to lay before you the following statement of the views of the Dominion Government on this matter, and more particularly in regard to the selection of the lands to be transferred, which views I had the opportunity of verbally submitting more fully for your consideration at the interview I had the honour of having with you this morning.

There is reason to believe that the character of the land for a very considerable distance along the line of the Canadian Pacific Railway, as located in British Columbia, is such as to be altogether unsuited for agricultural purposes, and, therefore, valueless for the object contemplated at the time the Province was admitted into the Confederation, which was, that the lands proposed to be transferred to the Dominion should be laid out and sold to aid in the construction of the road.

The portion of Section 11 of the "Terms and Conditions," on which the Province became a part of the Dominion, which refers to the grant of land to be made by the Province for the purpose of the railway, is as follows:—

"And the Government of British Columbia agree to convey to the Dominion Government, in trust, to be appropriated in such manner as the Dominion Government may deem advisable, in furtherance of the construction of the said Railway, a similar extent of Public Lands along the line of Railway throughout its entire length in British Columbia, not to exceed, however, Twenty (20) Miles on each side of said line, as may be appropriated for the same purpose by the Dominion Government from the public lands in the North-West Territories and the Province of Manitoba.

" Provided that the *quantity* of land which may be held under Pre-emption right or " by Crown grant within the limits of the tract of land in British Columbia to be so " conveyed to the Dominion Government, shall be made good to the Dominion from " *contiguous* Public Lands; and, provided further, that until the commencement, " within two years, as aforesaid, from the date of the Union, of the construction of " the said Railway, the Government of British Columbia shall not sell or alienate " any further portions of the Public Lands of British Columbia in any other way " than under right of Pre-emption, requiring actual residence of the Pre-emptor on " the land claimed by him. In consideration of the land to be so conveyed in aid of " the construction of the Railway, the Dominion Government agree to pay to British " Columbia, from the date of the Union, the sum of 100,000 Dollars per annum, in " half-yearly payments in advance."

In view of the statement made in the preceding paragraph, it now becomes necessary that an understanding be arrived at with the Government of the Province by which the Dominion may receive an equal area of lands available for farming or economical purposes in lieu of those which, on investigation, may be found to be unavailable within the forty-mile belt, and the Dominion Government urgently request the concurrence of the Government of British Columbia in the following arrangements: *i. e.*, That such territory situate within the forty-mile belt referred to in the section of the "Terms and Conditions" above quoted as may be found on a thorough examination and investigation useless for farming or other valuable purposes, may not be regarded as properly forming part of the land consideration to be received by the Dominion, but that the same be eliminated from the area in the belt described, and that an equal area of land suitable for farming or other valuable purposes be selected elsewhere in the Province in lieu thereof. The area to be selected outside of the belt mentioned should, in addition, include a quantity of land to represent that in the Fraser River Valley and elsewhere along or in the vicinity of the Railway line which may be found to have been already disposed of by the Province, or with regard to which valid claims may be preferred, as also to cover the deficiency caused by the International Boundary on the Mainland and the coast line on Vancouver Island respectively falling within the forty-mile belt.

The Dominion Government cannot doubt that the Provincial Government will consider itself pledged in good faith in view of the whole circumstances, and of the actual money consideration stipulated for in the section of the "Terms and Conditions" above cited, and which has been regularly paid, to place the Dominion Government in possession of land elsewhere in lieu of the corresponding area within the railway belt, which may be found to be useless for agricultural or other valuable purposes.

In accordance with these views, and acting as the Agent of the Dominion Government, duly accredited to the Government of British Columbia under authority of the Order in Council, dated the 25th February last, a copy of which has been received by His Honor the Lieutenant Governor, I have the honor to prefer the request that the right above defined of selecting lands outside of the forty-mile belt in lieu of lands within that limit which, on investigation, shall be found to be valueless, and to supply the deficiency caused by the International Boundary on the Mainland and the coast line on Vancouver Island respectively falling within the forty-mile belt, be specifically conveyed to the Dominion by the insertion of provisions to that effect in the "Railway Lands Reservation Bill," now under consideration in the Legislative Assembly.

I have, etc.,

(Signed) JOSEPH W. TRUTCH.

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